

Written Opinion of the Int Appl No. PCT/DE2004/001333
Int. Searching Authority Appended Sheet

Re Point V.

1 In the present Office Action we refer to the following documents:

D1: DE 197 50 662 A (DAIMLER BENZ AG ; IBM (US)) 27 Mai
 1999 (1999-05-27)

D2: DE 100 12 272 A (DAIMLER CHRYSLER AG) 27 September
 2001 (2001-0927)

D3: DE 199 21 065 A (BOSCH GMBH ROBERT) 9 November 2000
 (2000-11-09)

2 INDEPENDENT CLAIM 1

2.1 The present application does not satisfy the requirements of Article 33(1) PCT, because the subject matter of Claims 1 is not novel in the sense of Article 33 (2) PCT. Document D1 describes (the parenthetical references relate to this document) an electronic control unit Figures 1 and 2: SFP) having a software made up of components implemented on it (see Figure 3). The software interfaces are provided for the optional coupling in of a plurality of applications (Figure 3: „Vehicle Applications“ and also column 5, lines 23-32), the software including at least one application-specific software code according to Claim 1 for each application that can be coupled in (see Figure 3 and distinction "critical" and "noncritical application logic", see column 6, lines 1-13).

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2.2 Thus, the subject matter of Claim 1 is not novel compared to document D1.

3 DEPENDENT CLAIMS 3-7

Dependent Claims 3-7 do not include any features that, in combination with the features of any claim to which they relate, satisfy the requirements of the PCT with regard to novelty Article 33(2) PCT) and inventive activity. (Article 33(3) PCT).

3.1 In particular, a hierarchical layer architecture (Claim 2) just as a separation into hardware-dependent and hardware-independent components (Claim 3) are generally known and are also shown in D1 (see Figure 3, hardware-dependent layers up to the drivers). D1 also shows the features of Claim 7 (see title and Abstract).

3.2 A subdivision of the software interfaces into on board and off board interfaces is not shown directly in D1, but the interfaces are subdivided, corresponding to the coupled-in periphery, into interfaces for the vehicle's passenger compartment, the engine and the communications/information bus (see Figures 4 and 5). To the extent that the concepts on board and off board are comprehensible per se, the vehicle's passenger compartment bus obviously makes available on board interfaces, whereas, in particular, the KIN bus makes available off board interfaces. These interfaces are grouped as a function of the coupled-in software (see Figures 4 and 5).

The features of Claims 5 and 6 are, in addition, a matter of course for one skilled in the art and are shown in exemplary fashion in D3 (see Figures 1a-1j).